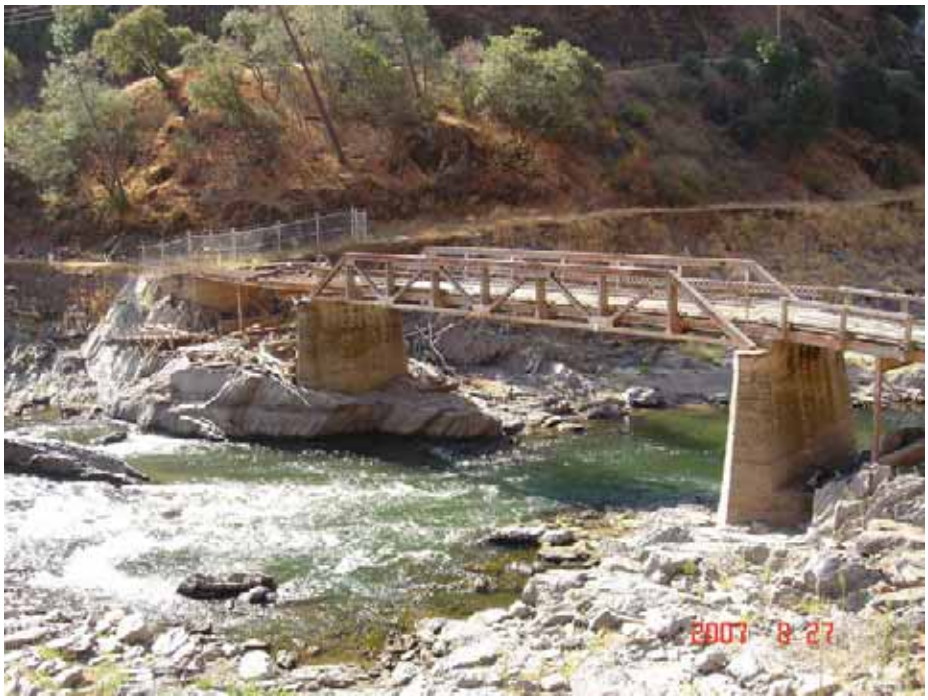
Appendix A – Project Photo Pages

Photo Page 1
View of Concrete Piers (east approach on the left sides of both pictures)



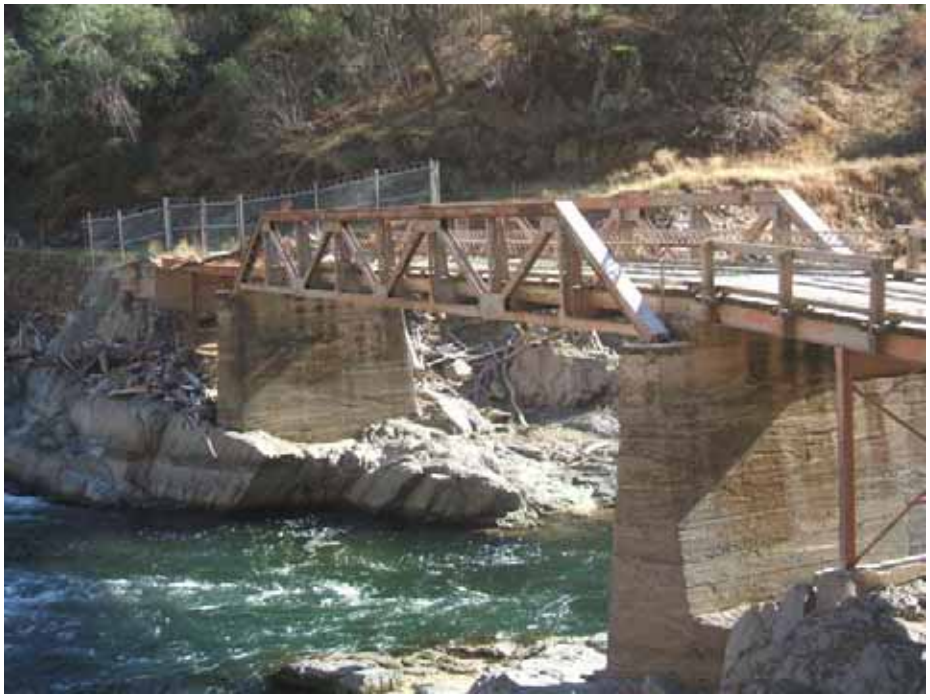
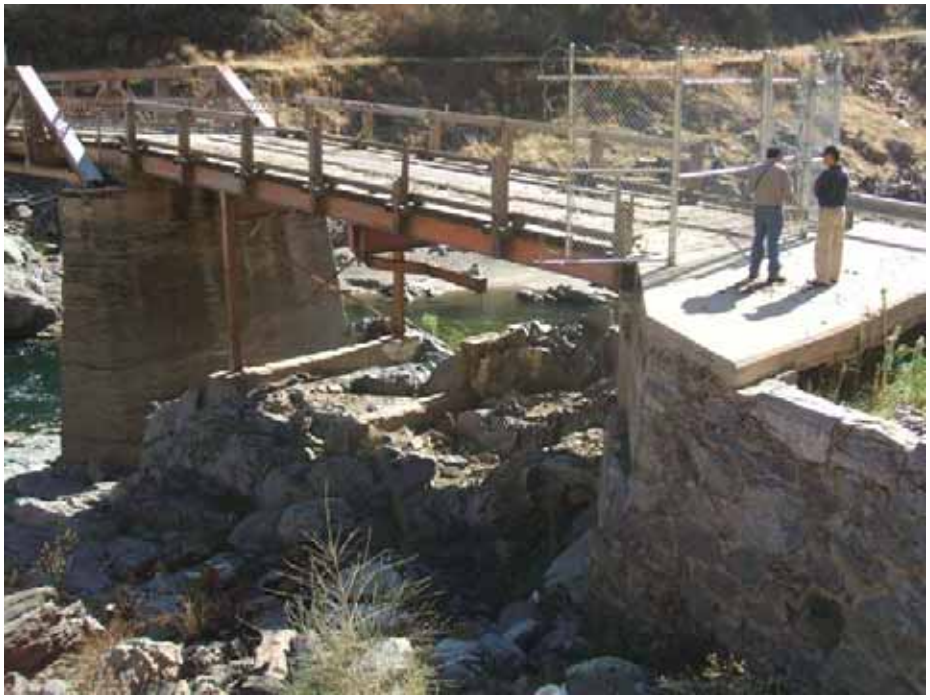


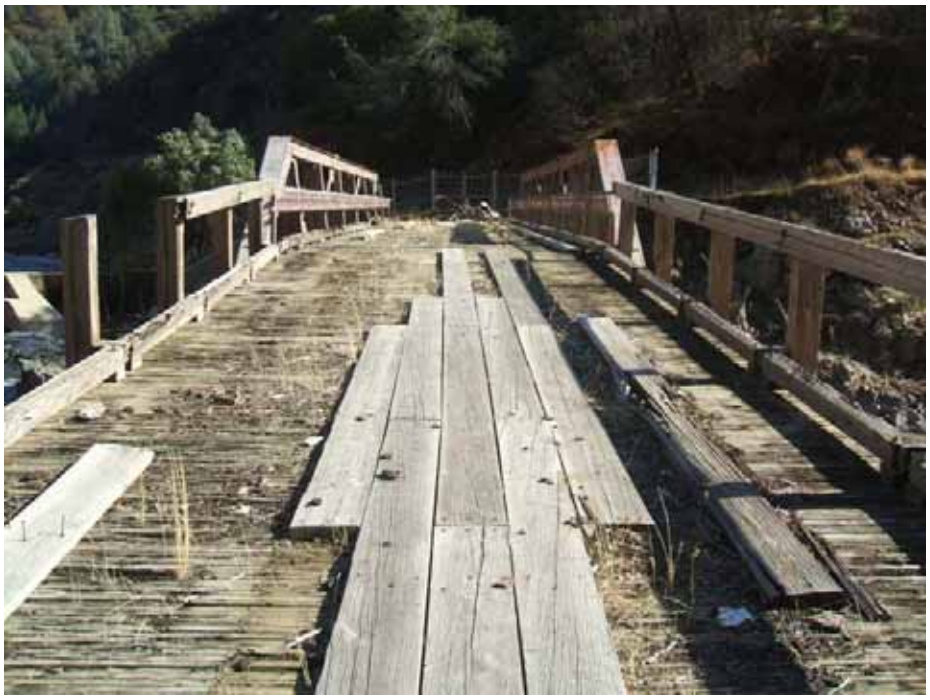
Photo Page 2
View of Concrete Footings



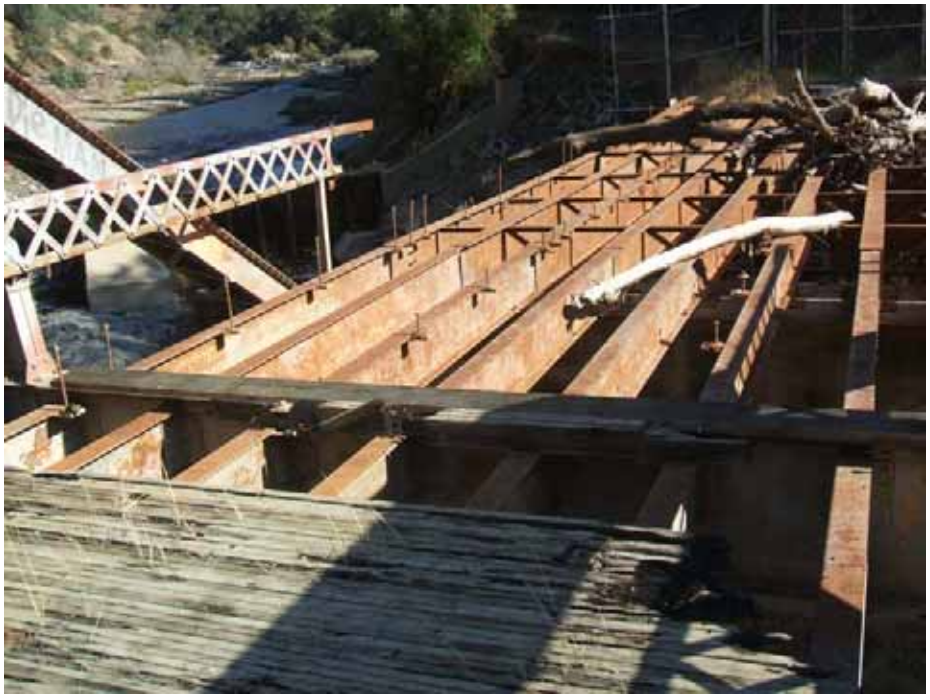
West Approach

East Approach

Photo Page 3
View of Wooden Deck Conditions

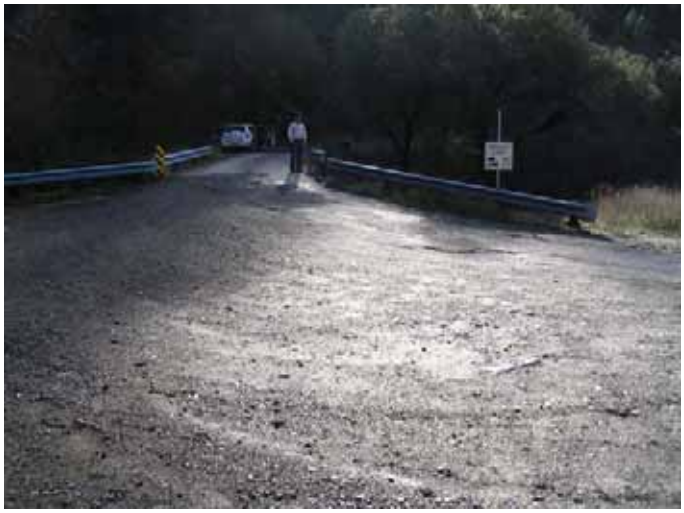


West Approach and Main Span



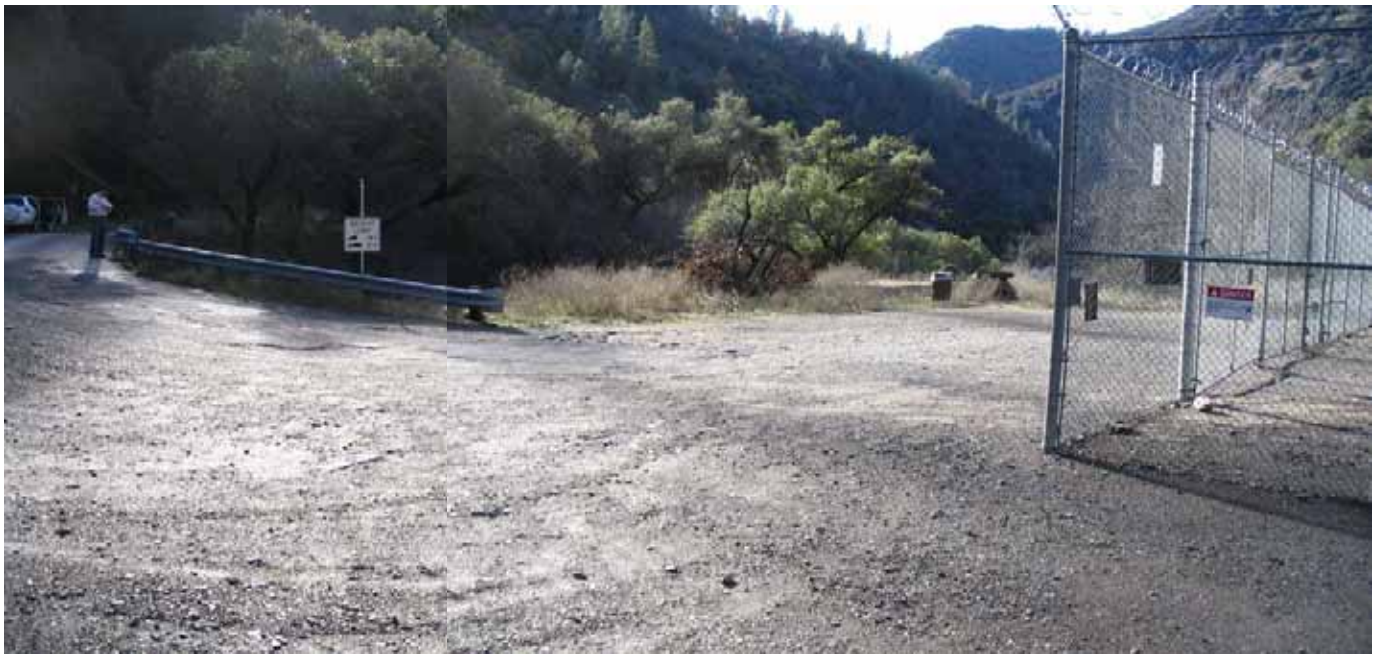
East Approach

Photo Page 4
East Access Turnaround Area



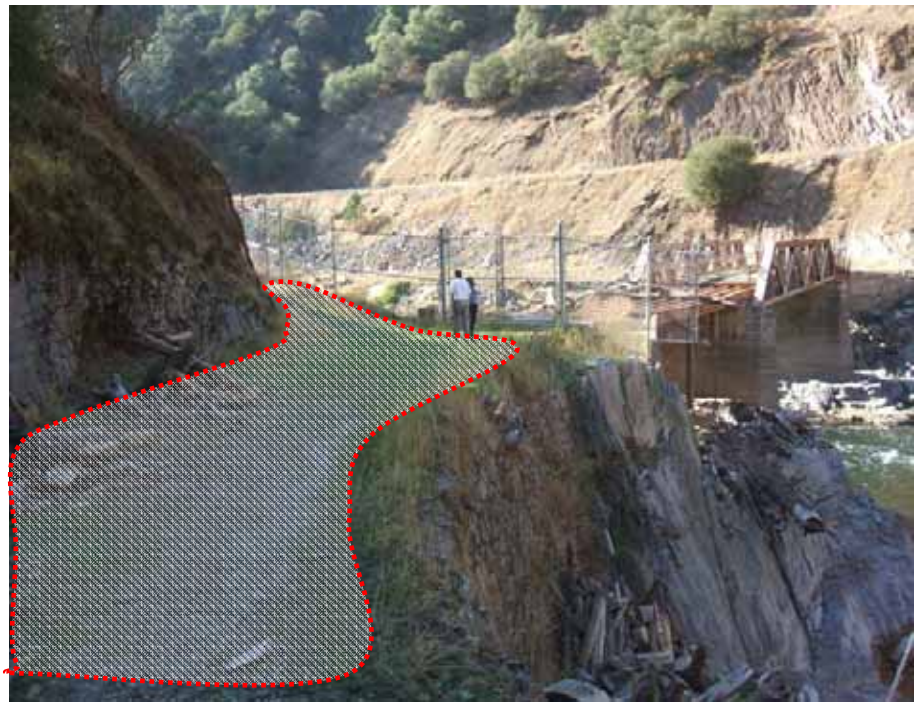
Turnaround Area South of Stanislaus Powerhouse (Looking at Forest Road 3NO3)

Turnaround Area South of Stanislaus Powerhouse (Looking at Powerhouse)



Turnaround Area South of Stanislaus Powerhouse (Panoramic View)

Photo Page 5
Proposed East Staging Area

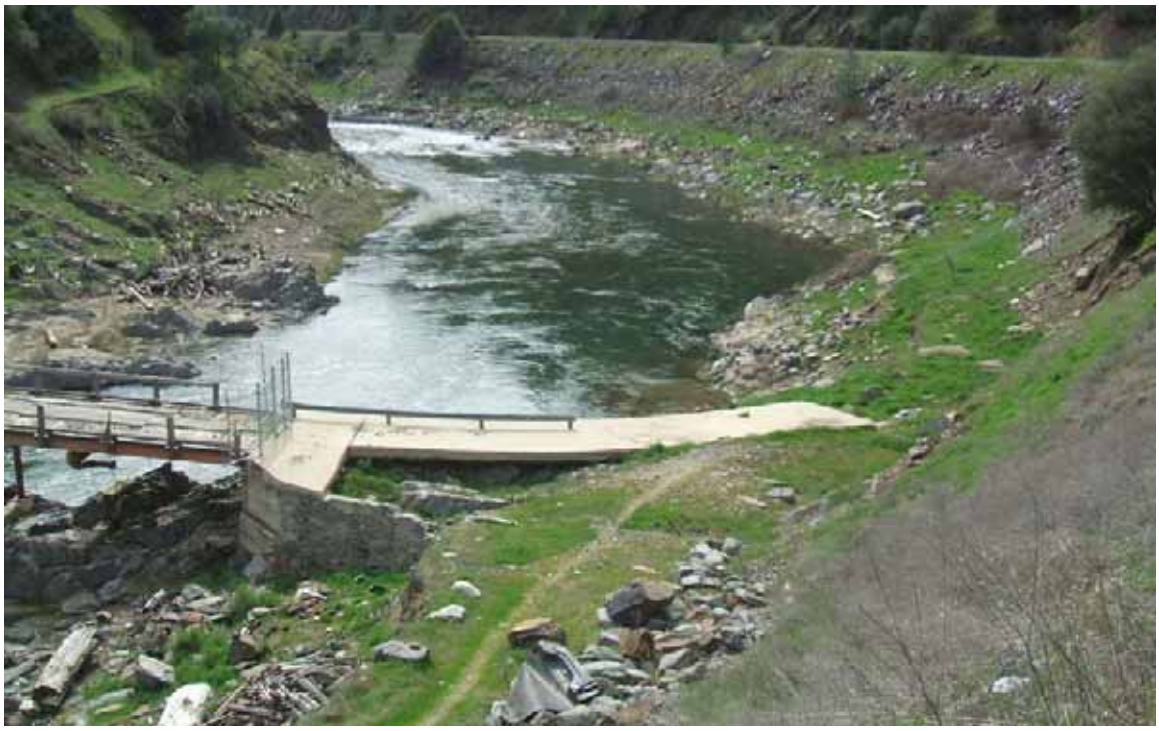


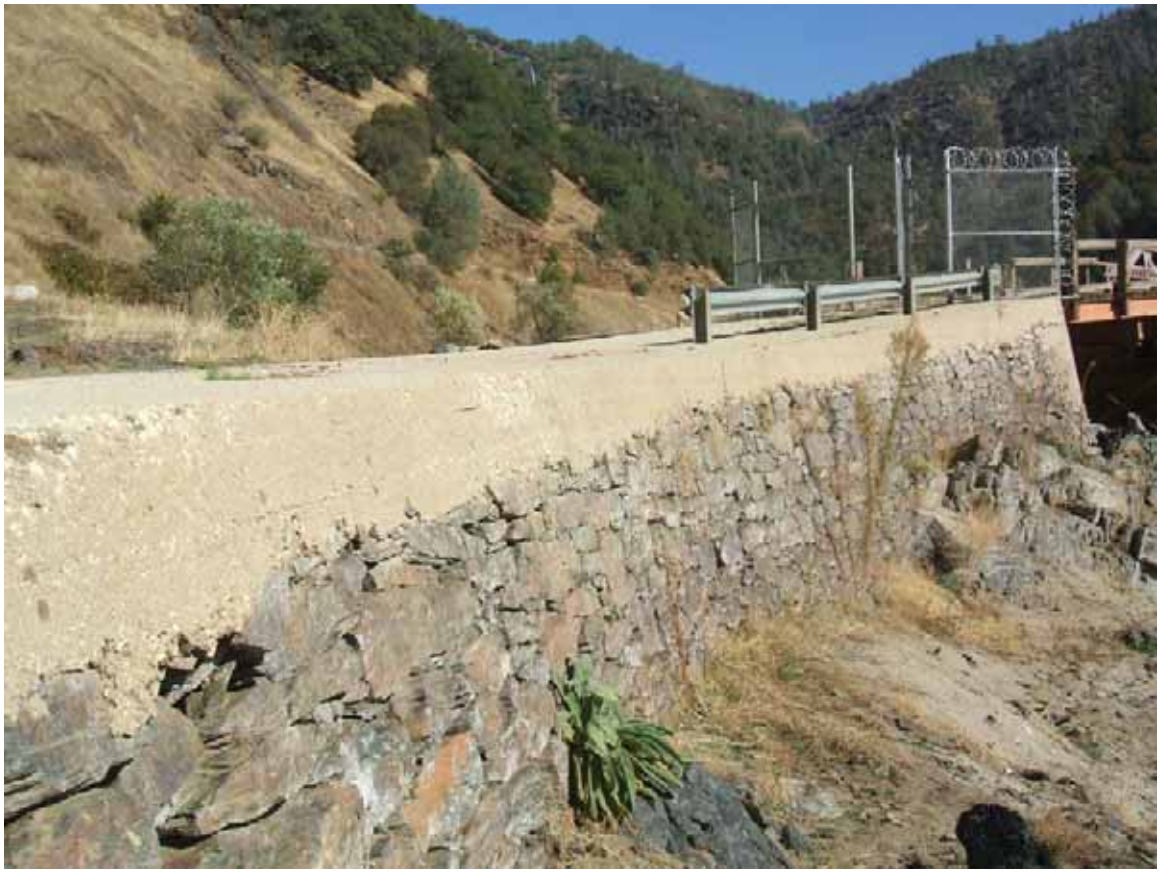
Proposed East Staging Area near East Approach

Overgrown Vegetation within Proposed East Staging Area

Photo Page 6
Proposed West Staging Area

Photo Page 7
West Access Road





Appendix B – List of Environmental Commitments

Appendix B

List of Environmental Commitments

The following is a list of environmental commitments that will be implemented as part of the Proposed Action to minimize potential impacts to environmental resources. A summary of environmental commitments is provided for each resource, as appropriate.

Air Quality

- Controlled demolition mitigation measures include minimizing flying debris by torch cutting and saw cutting, collecting any lead-contaminated debris by use of a HEPA vacuum, and minimizing concrete dust by hydraulic splitting or expansive compound technique.

Surface Water

- Prior to the demolition, debris containment netting and blankets/sheeting will be installed under the bridge to capture wooden debris generated during the removal.
- A floating debris containment boom will be installed at a downstream location near the work area to capture any wooden debris that escapes the debris containment device.
- Debris containment netting and fire-proof blankets will be installed to collect cutting debris.
- A debris fence will be installed along the demolition area prior to the breaking process to contain the debris. Debris generated during the demolition process will be swept up and cleaned daily.
- Best management practices (BMPs), such as placement of sand bags and silt fences along the perimeter of staging areas, will be implemented at the site in accordance with a Storm Water Pollution Prevention Plan (SWPPP) that will be developed prior to the initiation of demolition activities. At the end of the demolition phase, all demolition debris and BMP devices will be removed from the site.
- Regrading of the site is not anticipated to be necessary; however, the site grade will be restored if needed to promote drainage and minimize potential erosion.

Biological Resources

- Regrading of the site is not anticipated to be necessary; however, the site grade will be restored and revegetated if needed to promote drainage and minimize potential erosion.
- A limited operating period (LOP) will be established to avoid the potential for demolition activities to occur during the bald eagle breeding season. From December through June, there will be no demolition to avoid the bald eagle breeding season. From July through November, demolition activities may proceed without interfering with the bald eagle breeding season.

Wildfire

- Fire suppression equipment, a no smoking policy, shutdown devices, and other safety measures also will be implemented during construction to minimize the risk of fire.

Cultural and Historic Resources

- Hand-laid rock wall structures will be avoided by only allowing smaller equipment to access the site via the access points supported by the rock walls, using cranes to directly place heavier equipment on staging areas adjacent to the bridge, and establishing buffer zones and appropriate flagging so that contractors avoid inadvertently impacting the rock walls during construction.

Health and Safety

- A gated fence will be installed at the intersection of the east access road and Former Forest Route (FR) 3N03 to control vehicular access to the site.
- The existing fences on the bridge will be maintained to restrict vehicular and pedestrian access to the bridge.
- Access by recreationists who may boat or walk into the vicinity while work is being performed will be controlled by posting signs upstream and downstream of the bridge depending on lake elevation and the level of public use of the area at the time of the demolition.
- Additional warning signs will be posted, if necessary, to restrict public access to the debris collection area (and to notify the public of the presence of a debris containment boom).
- Torch-cutting slag, paint chips, and any lead-contaminated debris will be collected with a high-efficiency particulate air (HEPA) vacuum device and handled as hazardous waste for disposal. Lead-paint chips, if any, will be collected with a HEPA vacuum, containerized in a plastic bucket, and profiled and disposed of as hazardous waste.
- Workers will be protected with air purifying respirators or supplied air respirators in accordance with the site health and safety plan when performing torch cutting and waste collection activities.
- It is assumed that no asbestos is contained in the bridge components. If asbestos is discovered during the demolition process, the appropriate measures will be taken to remove it.
- Safety “tailgate” meetings will be held at the start of each workday to discuss potential hazards that might be encountered for that day and lessons learned from previous days.
- A project-specific health and safety manual will be developed, and all workers will be required to read and acknowledge their understanding of this plan.
- During periods when heavy equipment is moving large structures, audible alarms will be sounded to ensure that all workers vacate these areas and move to designated safe areas.
- Each worker will be empowered to “stop work” at any time should they feel that unsafe conditions exist. If work is stopped, a meeting will be held with the

project manager and workers to identify a way to address this hazard and proceed safely with the task.

Soils and Geology

- Regrading of the site is not anticipated to be necessary; however, the site grade will be restored if needed to promote drainage and minimize potential erosion.
- In order to minimize project impacts to the soils, earth movement and grading activities will be kept to a minimum as much as possible.

Traffic and Noise

- During the demolition period, warning signs such as "Demolition Activities XXX Feet Ahead" will be posted near the site access road and any staging areas to warn passing traffic of demolition activities and associated traffic.
- All equipment will be staged off of the main road to keep it clear for emergency vehicle and powerplant vehicle access.
- The demolition of concrete piers and footings will be performed using hydraulic splitting techniques or a non-hazardous expansive compound. These two methods greatly minimize noise and debris that are usually associated with other conventional breaking methods.
- Signs will be posted at the intersection of Parrotts Ferry Road and Camp Nine Road indicating truck traffic activities on the days when disposal traffic is expected.
- The local residents and power plant operators that may be impacted by disposal traffic will be notified at the beginning of the project and also at least 48 hours prior to the planned disposal activities to avoid any conflict.
- The condition of Former FR 3N03 will be maintained from any further deterioration on an as-needed basis throughout the demolition phase.

Appendix C - Correspondence and Background Information

United States Department of the Interior

BUREAU OF RECLAMATION
Central California Area Office
7794 Folsom Dam Road
Folsom, California 95630-1799

MAR 21 2008

IN REPLY REFER TO
CC-419
ENV-8.00

Ms. Kathleen Dadey
U.S. Army Corps of Engineers
Sacramento District
1325 J Street, Room 1480
Sacramento, California 95814-2922

Subject: Request for Verification of the Determination of Location and Geographic Extent of Waters of the U.S., Including Wetlands Surrounding the Area for the Proposed Old Camp Nine Bridge Removal Project in Calaveras and Tuolumne Counties, California.

Dear Ms. Dadey:

The Department of Interior, Bureau of Reclamation is submitting the attached Delineation of the Geographic Extent of Waters of the U.S., Including Wetlands along the North Fork of the Stanislaus River within Stanislaus National Forest, Calaveras and Tuolumne Counties, California (Enclosure 5) for verification and approval by the Sacramento District of the U.S. Army Corps of Engineers (USACE). The waters/wetlands delineation was completed by ARCADIS in December 2007 on behalf of Reclamation, consistent with definitions provided in Code of Federal Regulations (CFR) 33 328.3 (a) (1-8), 328.3 (b, c, and e), and procedures detailed in the 1987 USACE Wetlands Delineation Manual (Environmental Laboratory, 1987) and 2006 Interim Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region (USACE Research and Development Center, 2006) as implemented, with pertinent regulatory guidance letters, memoranda, and public notices.

The waters/wetlands delineation was completed for planning and permitting purposes associated with the Old Camp Nine Bridge Removal Project (Enclosure 1, 2 and 3). The bridge is 11.5 miles north of New Melones Lake and 2.4 miles south of the Stanislaus North and Middle Fork confluence. Reclamation accepted ownership for the bridge in 1985, as it was projected to be permanently inundated by water as part of the New Melones Dam project. Unfortunately, the bridge is exposed above the reservoir water level for long periods and is now in a state of disrepair.

Reclamation is proposing to remove the bridge because it poses a significant safety concern to both recreationists within the New Melones Recreation Area and trespassers. The bridge platform and abutments are damaged, disintegrating, or destroyed; concrete footings have been eroded by water; the bridge platform has been vandalized; and a portion of the bridge platform was destroyed by fire several years ago. Therefore, the potential for the public to access the bridge represents an extreme hazard due to the eroded abutments and compromised supports (which could cause collapse), gaping holes, missing deck, broken railings, and confirmed presence of lead based paint.

Given the compromised supports to the bridge and the fluctuating water levels in the reservoir, Reclamation is proposing to take preventative measures to avoid future bridge collapse. If preventative measures are not taken at this time, it will be very difficult to retrieve the bridge after it has collapsed. Therefore, Reclamation has developed a project plan to remove the bridge in a manner that is safe for the environment and human health and is compliant with applicable permit and regulatory requirements. The controlled demolition includes removing all steel structures, guard rails, and decking materials associated

with the bridge. The two concrete piers and six concrete footings would be removed to the bedrock level. In addition, the existing concrete abutment and wing walls associated with the east approach would be removed. However, the west abutment and wing walls, access roads, and rubble walls associated with the road foundation that lead to the two approaches will be preserved because of their value as a historic resource. A summary of construction activities associated with the proposed project are included as enclosure 1. Associated project plan figures are included as enclosure 2 and photographs of the bridge and proposed project area are included as enclosure 3.

The only proposed impact to waters of the U.S. will be portions of the proposed west staging area that occur below the delineated ordinary high water (OHW) line for the Stanislaus River (Enclosure 2, Map 4). The total area of the west staging area below the OHW line is approximately 849 square feet (0.019 acres); however, approximately 677 square feet (0.016 acres) of the west staging area is paved as part of the historic bridge access. The paved portion of the staging area will be left in place due to its historical significance. Therefore, clearing and potentially light grading will only occur over an area of approximately 172 square feet (0.004 acres). The current condition of this area is relatively level, and activities will focus on removing large rocks, clearing exotic herbaceous vegetation, and potentially limited grading to allow effective utilization this area. Please refer to Map 4 and Photograph 6 in Enclosure 2 for an illustration of the proposed impact area, and on-site photograph of the proposed impact area, respectively.

Based upon the detailed project plan as well as an *Environmental Assessment* that is being completed as part of the NEPA process, Reclamation has determined impacts to areas within the jurisdictional limits of waters of the U.S. are below the notification threshold for a Nationwide Permit (i.e., excavation of greater than 10 cubic yards and the bridge demolition will not cause the loss of more than 1/10 acre of water of the U.S. [Nationwide Permit 18. Minor Discharge]).

In addition, Reclamation has made a determination that the proposed project will have "No Effect" upon federal threatened and endangered species, or a species proposed for such designation under the Federal Endangered Species Act. A copy of the "No Effect" determination has been attached to this report and sent to the Fish and Wildlife Service (Enclosure 4). Finally, the project plan includes best management practices to prevent unanticipated discharge of fill to waters of the U.S. adjacent to the project area.

Reclamation looks forward to working with USACE relative to the verification of the attached waters/wetlands delineation report for the Old Camp Nine Removal Project and confirmation that no additional permitting is required to comply with Section 404 of the Clean Water Act.

If you have any questions or concerns regarding the proposed project, please contact Mrs. Elizabeth Vasques, Natural Resource Specialist at 916-989-7192 or Ms. Peggi Brooks, Resource Manager, New Melones Lake at 209-536-9094, extension 211.

Sincerely,

RICHARD M. JOHNSON

Richard M. Johnson
Acting Area Manager

bc: CC-461, CC-460, CC-419
(w/o encls)

WBR:EVasquez,cchoyce:03/17/08:916-989-7192
H:\Public\TYPING\Vasquez,Elizabeth\Cover Letter to Corps_draft final_030708 ev-Microsoft Word

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO
CORPS OF ENGINEERS
1325 J STREET
SACRAMENTO CA 95814-2922

REPLY TO
ATTENTION OF

April 16, 2008

Regulatory Division (SPK-2008-00469)

Peggi Brooks
Bureau of Reclamation
6850 Studhorse Flat Road
Sonora, California 95370

Dear Ms. Brooks:

We are responding to your April 1, 2008 request for comments on the Old Camp Nine Bridge Removal at New Melones Lake. This project is located on the upper arm of the Stanislaus River, in Tuolumne and Calaveras Counties, California. Your identification number is SPK-2008-00469.

The Corps of Engineers' jurisdiction within the study area is under the authority of Section 404 of the Clean Water Act for the discharge of dredged or fill material into waters of the United States. Waters of the United States include, but are not limited to, rivers, perennial or intermittent streams, lakes, ponds, wetlands, vernal pools, marshes, wet meadows, and seeps. Project features that result in the discharge of dredged or fill material into waters of the United States will require Department of the Army authorization prior to starting work.

Due to the placement of staging areas above the ordinary high water mark (OHWM), as well as the use of existing access roads for all transportation of demolition equipment and resulting materials, we do not believe it is likely that the proposed work will have any adverse effect on waters of the U.S. However, due to the historical nature of the bridge, the Army Corps of Engineers must receive a copy of the letter of concurrence issued by the State Historic Preservation Officer. We also must receive a copy of the biological opinion from the U.S. Fish & Wildlife Service before a permit can be issued.

Please refer to identification number SPK-2008-00469 in any correspondence concerning this project. If you have any questions, please contact E. Maureen Hanlon at email *Erin.M.Hanlon@usace.army.mil*, or telephone (916) 557-7759. Please refer to our website: *www.spk.usace.army.mil/regulatory.html* for additional information about submitting a permit application.

Sincerely,

Kathleen A. Dadey, Ph.D.
Chief, California South Branch

United States Department of the Interior

BUREAU OF RECLAMATION
Central California Area Office
7794 Folsom Dam Road
Folsom, California 95630-1799

JUN 0 9 2008

IN REPLY REFER TO:

CC-419
ENV-8.00

Ms. Kathleen Dadey
U.S. Army Corps of Engineers
Sacramento District
1325 J Street, Room 1480
Sacramento, California 95814-2922

Subject: Nationwide Permit No. 23 Application for Old Camp Nine Bridge Removal Project (SPK-2008-00469)

Dear Ms. Dadey:

This letter and enclosed Nationwide Permit No. 23 application is being submitted in response to a U.S. Army Corps of Engineers (USACE) letter dated April 16, 2008 (identification number SPK-2008-00469) regarding the Old Camp Nine Bridge Removal Project.

The April 16, 2008 USACE letter indicated that "Due to the placement of staging areas above the ordinary high water mark, as well as the use of existing access roads for all transportation of demolition equipment and resulting materials, we do not believe it is likely that the proposed work would have any adverse effect on waters of the United States. However, due to the historic nature of the bridge, the USACE must receive a copy of the letter of concurrence issued by the State Historic Preservation Officer. We also must receive a copy of the biological opinion from the U.S. Fish and Wildlife Service before a permit can be issued." Subsequent telephone conversations with Ms. Erin Hanlon indicated that an application for a Nationwide Permit No. 23 should also be completed for this project. Ms. Hanlon also requested that a copy of the Old Camp Nine Bridge Removal Environmental Assessment be submitted to the USACE.

The purpose of this letter is to transmit the following documents in accordance with the above request:

- Completed Nationwide Permit No. 23 Application (Enclosure 1)
- Letter from the State Historic Preservation Officer – documenting no anticipated effect to historic properties (Enclosure 2).
- Determination of No Effect Letter – documenting no anticipated effect to federally-listed species (Enclosure 3)
- Old Camp Nine Bridge Removal Environmental Assessment – including Finding of No Significant Impact (FONSI) (Enclosure 4)

The Bureau of Reclamation looks forward to working with USACE to obtain approval for the Nationwide Permit No. 23 for the Old Camp Nine Bridge Removal project.

If you have any questions or concerns regarding this permit application, please contact Ms. Elizabeth Vasquez, Natural Resource Specialist, at 916-989-7192 or Ms. Peggi Brooks, Resource Manager, New Melones Lake, at 209-536-9094, extension 211.

Sincerely,

Michael R. Finnegan
Area Manager

Enclosures - 4

Enclosure 1: Completed Nationwide Permit No. 23 Application

APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT (33 CFR 325)

OMB APPROVAL NO. 0710-003

Public reporting burden for this collection of information is estimated to average 5 hours per response, including the time for reviewing instructions, Searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Department of Defense, Washington Headquarters Service Directorate of Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington VA 22202-4302; and to the Office of Management and Budget, Paperwork Reduction Project (0710-003), Washington, DC 20503. Please DO NOT RETURN your form to either of those addresses. Completed applications must be submitted to the District Engineer having jurisdiction over the location of the proposed activity.

PRIVACY ACT STATEMENT

Authority: 33 USC 401, Section 10; 1413, Section 404. Principal Purpose: These laws require permits authorizing activities in, or affecting, navigable waters of the United States; the discharge of dredged or fill material into waters of the United States, and the transportation of dredged material for the purpose of dumping it into ocean waters. Routine uses: Information provided on this form will be used in evaluating the application for a permit. Disclosure: Disclosure of requested information is voluntary. If information is not provided, however, the permit application cannot be processed nor can a permit be issued.

One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and instructions) and be submitted to the District Engineer having jurisdiction over the proposed activity. An application that is not completed in full will be returned.

(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)

1. APPLICATION NO.	2. FIELD OFFICE CODE	3. DATE RECEIVED	4. DATE APPLICATION COMPLETED

(ITEMS BELOW TO BE FILLED BY APPLICANT)

5. APPLICANT'S NAME	8. AUTHORIZED AGENT'S NAME & TITLE (an agent is not required)
Bureau of Reclamation - Micheal Finnegan	
6. APPLICANT'S ADDRESS 7794 Folsom Dam Road Folsom, CA 95630-1799	**9. AGENT'S ADDRESS**
7. APPLICANT'S PHONE NUMBERS WITH AREA CODE a. Residence b. Business 916.989.7192	**10. AGENT'S PHONE NUMBERS WITH AREA CODE** a. Residence b. Business

11. STATEMENT OF AUTHORIZATION

I hereby authorize _____ to act in my behalf as my agent in the processing of this application and to furnish, upon request, supplemental information in support of this permit application.

_____ _____

APPLICANT'S SIGNATURE DATE

NAME, LOCATION, AND DESCRIPTION OF PROJECT OR ACTIVITY

12. PROJECT NAME OR TITLE (see instructions)

Old Camp Nine Bridge Removal

13. NAME OF WATERBODY, IF KNOWN (if applicable)	14. PROJECT STREET ADDRESS (if applicable)
North Fork of Stanislaus River	N/A

15. LOCATION OF PROJECT

Calaveras & Tuolumne — COUNTY

CA — STATE

16. OTHER LOCATION DESCRIPTIONS, IF KNOWN (see instructions)

729806 Easting and 4224145 Northing (Universal Transverse Mercator North American Datum [UTM NAD] 83 Zone 10N) or NE ¼ of the NE ¼ of Section 12, T3N, R14E of the U.S. Geological Survey (USGS) 7.5 minute Murphys quadrangle

17. DIRECTIONS TO THE SITE

From Intersection of Highway 4 and Highway 49 at Angels Camp, take Highway 4 northeast. Turn right on E18 (not marked also called Parrots Ferry Road) – and immediately cross bridge. Turn left on Old Camp Nine Road (not marked, except for a small sign "Camp Nine Powerhouse"), there is a house with a turquoise roof on the right. Cross cattle guard and continue on road. At New Camp Nine Bridge – stay left (do not cross new bridge). Reach Old Camp Nine Bridge.

18. NATURE OF ACTIVITY (Description of project, include all features)

All steel structures, guard rails, and decking materials associated with the bridge will be removed. The two concrete piers and six concrete footings will be removed to the bedrock level. The concrete abutment and wing walls associated with the east approach will be removed. However, the west abutment and wing walls, access roads, and rubble walls associated with the road foundation that lead to the two approaches will be preserved because of their value as a historic resource.

19. PROJECT PURPOSE (Describe the reason or purpose of the project, see instructions)

The purpose of this project is to remove the Old Camp Nine Bridge. Reclamation is proposing to remove the bridge because it poses a significant safety concern to both recreationists within the New Melones Recreation Area and trespassers. Demolition will occur during in low water conditions between July and November 2008 and will be completed within 3 months.

USE BLOCKS 20-22 IF DREDGED AND/OR FILL MATERIAL IS TO BE DISCHARGED

20. REASON(S) FOR DISCHARGE

There will be limited impact to waters of the U.S. below the delineated ordinary high water (OHW) line for the Stanislaus River. Clearing and light grading will only occur over approximately 172 square feet (0.004 acres). Activities will include removing large rocks, clearing exotic herbaceous vegetation, and limited grading to allow effective utilization of the area.

21. TYPE(S) OF MATERIAL BEING DISCHARGED AND THE AMOUNT OF EACH TYPE IN CUBIC YARDS

No discharge would occur as a result of this project; however, less than 10 cubic yards would be excavated as part of proposed site grading activities.

22. SURFACE AREA IN ACRES OF WETLANDS OR OTHER WATERS FILLED (see instructions)

Less than 1/10 of an acre of waters of the U.S. would be excavated as part of proposed site grading activities.

23. IS ANY PORTION OF THE WORK ALREADY COMPLETE? YES ◯ NO ◉ IF YES, DESCRIBE THE WORK

24. ADDRESSES OF ADJOINING PROPERTY OWNERS, LESSEES, ETC. WHOSE PROPERTY ADJOINS THE WATERBODY (If more than can be entered here, please attach a supplemental list)

The project area is located on Bureau of Reclamation land, which is surrounded by the Stanislaus National Forest. The Old Camp Nine Bridge is in close proximity to the FERC boundary for the Spring Gap-Stanislaus Hydroelectric Project (FERC Project No. 2130), which is owned and operated by Pacific Gas and Electric.

25. LIST OF OTHER CERTIFICATIONS OR APPROVALS/DENIALS RECEIVED FROM OTHER FEDERAL, STATE, OR LOCAL AGENCIES FOR WORK DESCRIBED IN THIS APPLICATION

AGENCY	TYPE APPROVAL*	IDENTIFICATION NUMBER	DATE APPLIED	DATE APPROVED	DATE DENIED
USFWS	Consulted with USFWS on Federal T&E issues. Reclamation prepared a Determination of No Effect letter. USFWS commented on this letter and Reclamation has responded to these comments as part of the FONSI.				
SHPO	Consulted with SHPO on historic and cultural resources.				
NEPA	Reclamation completed an Environmental Assessment and FONSI for project.				

* Would include but is not restricted to zoning, building and flood plain permits.

26. Application is hereby made for a permit or permits to authorize the work described in this application. I certify that the information in this application is complete and accurate. I further certify that I possess the authority to undertake the work described herein or am acting as the duly authorized agent of the applicant.

SIGNATURE OF APPLICANT	DATE	SIGNATURE OF AGENT	DATE
Michael Chang			

The application must be signed by the person who desires to undertake the proposed activity (applicant) or it may be signed by a duly authorized agent if the statement in block 11 has been filled out and signed.
18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and will fully falsifies, conceals, or covers up any trick, scheme, or disguises a material fact or makes any false, facticious, or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry, shall be fined not more than $10,000 or imprisoned not more than five years or both.

Instructions For Preparing A
Department of the Army Permit Application

Blocks 1 thru 4 - To be completed by Corps of Engineers.

Block 5 - APPLICANT'S NAME. Enter the name of the responsible party or parties. If the responsible party is an agency, company, corporation, or other organization, indicate the responsible officer and title. If more than one party is associated with the application, please attach a sheet with the necessary information marked "Block 5".

Block 6 - ADDRESS OF APPLICANT. Please provide the full address of the party or parties responsible for the application. If more space is needed, attach an extra sheet of paper marked "Block 6".

Block 7 - APPLICANT PHONE NUMBERS. Please provide the number where you can usually be reached during normal business hours.

Block 8 - AUTHORIZED AGENT'S NAME AND TITLE. Indicate name of individual or agency, designated by you, to represent you in this process. An agent can be an attorney, builder, contractor, engineer or any other person or organization. Note: An agent is not required.

Blocks 9 and 10 - AGENT'S ADDRESS AND TELEPHONE NUMBER. Please provide the complete mailing address of the agent, along with the telephone number where he/she can be reached during normal business hours.

Block 11 - STATEMENT OF AUTHORIZATION. To be completed by applicant if an agent is to be employed.

Block 12 - PROPOSED PROJECT NAME OR TITLE. Please provide name identifying the proposed project (i.e., Landmark Plaza, Burned Hills Subdivision, or Edsall Commercial Center).

Block 13 - NAME OF WATERBODY. Please provide the name of any stream, lake, marsh, or other waterway to be directly impacted by the activity. If it is a minor (no name) stream, identify the waterbody the minor stream enters.

Block 14 - PROPOSED PROJECT STREET ADDRESS. If the proposed project is located at a site having a street address (not a box number), please enter it here.

Block 15 - LOCATION OF PROPOSED PROJECT. Enter the county and state where the proposed project is located. If more space is required, please attach a sheet with the necessary information marked "Block 15".

Block 16 - OTHER LOCATION DESCRIPTIONS. If available, provide the Section, Township, and Range of the site and/or the latitude and longitude. You may also provide a description of the proposed project location, such as lot numbers or tract numbers. You may choose to locate the proposed project site from a known point (such as the right descending bank of Smith Creek, one mile down from the Highway 14 Bridge). If a large river or stream, include the river mile of the proposed project site, if known.

Block 17 - DIRECTIONS TO THE SITE. Provide directions to the site from a known location or landmark. Include highway and street numbers as well as names. Also provide distances from known locations and any other information that would assist in locating the site.

Block 18 - NATURE OF ACTIVITY. Describe the overall activity or project. Give approximate dimensions of structures such as wingwalls, dikes, (identify the materials to be used in construction, as well as the methods by which the work is to be done), or excavations (length, width, and height). Indicate whether discharge of dredged or fill material is involved. Also, identify any structure to be constructed on a fill, piles, or float-supported platforms.

The written descriptions and illustrations are an important part of the application. Please describe, in detail, what you wish to do. If more space is needed, attach an extra sheet of paper marked "Block 18".

Block 19 - PROPOSED PROJECT PURPOSE. Describe the purpose and need for the proposed project. What will it be used for and why? Also include a brief description of any related activities to be developed as the result of the proposed project. Give the approximate dates you plan to both begin and complete all work.

Block 20 - REASONS FOR DISCHARGE. If the activity involves the discharge of dredged and/or fill material into a wetland or other waterbody, including the temporary placement of material, explain the specific purpose of the placement of the material (such as erosion control).

Instructions For Preparing A
Department of the Army Permit Application

Block 21 - TYPES OF MATERIAL BEING DISCHARGED AND THE AMOUNT OF EACH TYPE IN CUBIC YARDS. Describe the material to be discharged and amount of each material to be discharged within Corps jurisdiction. Please be sure this description will agree with your illustrations. Discharge material includes: rock, sand, clay, concrete, etc.

Block 22 - SURFACE AREAS OF WETLANDS OR OTHER WATERS FILLED. Describe the area to be filled at each location. Specifically identify the surface areas, or part thereof, to be filled. Also include the means by which the discharge is to be done (backhoe, dragline, etc.). If dredged material is to be discharged on an upland site, identify the site and the steps to be taken (if necessary) to prevent runoff from the dredged material back into a waterbody. If more space is needed, attach an extra sheet of paper marked "Block 22".

Block 23 - IS ANY PORTION OF THE WORK ALREADY COMPLETE? Provide any background on any part of the proposed project already completed. Describe the area already developed, structures completed, any dredged or fill material already discharged, the type of material, volume in cubic yards, acres filled, if a wetland or other waterbody (in acres or square feet). If the work was done under an existing Corps permit, identify the authorization if possible.

Block 24 - NAMES AND ADDRESSES OF ADJOINING PROPERTY OWNERS, LESSEES, etc., WHOSE PROPERTY ADJOINS THE PROJECT SITE. List complete names and full mailing addresses of the adjacent property owners (public and private) lessees, etc., whose property adjoins the waterbody or aquatic site where the work is being proposed so that they may be notified of the proposed activity (usually by public notice). If more space is needed, attach an extra sheet of paper marked "Block 24".

Block 25 - INFORMATION ABOUT APPROVALS OR DENIALS BY OTHER AGENCIES. You may need the approval of other Federal, State, or Local agencies for your project. Identify any applications you have submitted and the status, if any (approved or denied) of each application. You need not have obtained all other permits before applying for a Corps permit.

Block 26 - SIGNATURE OF APPLICANT OR AGENT. The application must be signed by the owner or other authorized party (agent). This signature shall be an affirmation that the party applying for the permit possesses the requisite property rights to undertake the activity applied for (including compliance with special conditions, mitigation, etc.).

DRAWINGS AND ILLUSTRATIONS - GENERAL INFORMATION

Three types of illustrations are needed to properly depict the work to be undertaken. These illustrations or drawings are identified as a Vicinity Map, a Plan View, or a Typical Cross-Section Map. Identify each illustration with a figure or attachment number.

Please submit one original, or good quality copy, of all drawings on an 8.5 X 11 inch plain white paper (tracing paper or film may be substituted). Use the fewest number of sheets necessary for your drawings or illustrations.

Each illustration should identify the project, the applicant, and the type of illustration (vicinity map, plan view, or cross-section). While illustrations need not be professional (many small, private project illustrations are prepared by hand), they should be clear, accurate and contain all necessary information.

United States Department of the Interior

BUREAU OF RECLAMATION
Mid-Pacific Regional Office
2800 Cottage Way
Sacramento, California 95825-1898

IN REPLY
REFER TO:

APR 2 4 2008

MP-153
ENV-3.00

SPECIAL DELIVERY - FEDEX

Mr. Milford Wayne Donaldson
State Historic Preservation Officer
Office of Historic Preservation
1416 9th Street, Room 1442-7
Sacramento, California 95814

Subject: Compliance with Section 106 of the National Historic Preservation Act for the Proposed Removal of the Camp Nine Bridge, Calaveras and Tuolumne Counties, California (Tracking #08-CCAO-024)

Dear Mr. Donaldson:

The Bureau of Reclamation is initiating consultation under Section 106 of the National Historic Preservation Act (NHPA) and is seeking your concurrence with our finding of no adverse affects to historic properties for the proposed removal of the old Camp Nine Bridge (Figure 1). Reclamation owns the bridge and proposes to demolish and remove the bridge and its approaches because it presents a health and safety hazard. This project constitutes an undertaking subject to Section 106 of the NHPA. Reclamation is consulting with your office pursuant to the regulations at 36 CFR Part 800 that implement Section 106 of the NHPA.

The area around Camp Nine and the old Camp Nine Bridge is used extensively for recreation, including fishing, swimming, hiking, kayaking and canoeing, and the old bridge now poses a serious health and safety hazard. The old Camp Nine Bridge is currently in a state of disrepair due to periodic inundation, with extensive damage caused by the floods of 1997 and 1998. Pacific Gas and Electric (PG&E) quitclaimed the old Camp Nine Bridge to Reclamation on September 9, 1985, because it was expected to be inundated and left under water following the construction and filling of New Melones Reservoir. No plans were made for the upkeep and safety issues associated with leaving the bridge in place. Reservoir operations have resulted in the bridge being exposed above water for long periods of time each year, except for the rare high water years. The bridge platform and abutments are damaged, disintegrating, and/or destroyed; concrete footings have been eroded by water; and the bridge platform has been vandalized and the eastern approach destroyed by fire.

Reclamation has determined that the area of potential effects (APE) includes the old Camp Nine Bridge, the abutments and access thereto on either side of the Stanislaus River, and the river channel under the bridge, totaling approximately 1 acre (Figure 2). The APE is located in the NE¼NE¼, sec. 12, T. 3 N., R. 14 E. as depicted on the Murphy's 7.5 minute USGS quadrangle map. The proposed west staging area covers an area of about 150 feet by 100 feet along the realigned portion of Camp Nine Road. The proposed east staging area includes a 250-foot-long by 16-foot-wide portion of Forest Service Road 3N03, the existing access road that connects to the old portion of Camp Nine Road leading to the

153 -AB

Stanislaus Powerhouse. Camp Nine Road provides the primary access to the site from the nearest major highway, West Highway 4.

The proposed controlled demolition is limited to removing all steel structures, guard rails, and decking materials associated with the bridge, as well as the existing concrete abutment and wing walls associated with the east approach, an area measuring approximately 116 feet by 200 feet. Two concrete piers and six concrete footings will be removed to bedrock level. The abutments and wing walls, access roads, and dry-laid stone walls associated with the road foundation that lead to the east and west approaches will not be removed. Equipment necessary for removing the bridge include a rough terrain crane, a multi-terrain loader, a forklift, three tool trucks, a dump truck, compressors, generators, portable toilets, and a storage container box for storing tools. The steel and concrete debris will be transported to recycling facilities by semi-trucks with 40-yard trailer-mount disposal bins. Other demolition wastes will be sent to a landfill for final disposal.

Reclamation reviewed its archaeological site index as well as records in the PG&E archives. As-built drawings of the old Camp Nine Bridge were acquired from the PG&E archives. Four previous Class III surveys by Jackson *et al.* (1976), Ludwig and Deis (2001), Baker (2002), and Flint and Baloian (2004) encompass the entire APE. The history of Camp Nine Road is also discussed by the studies conducted for the construction of New Melones Reservoir (Jackson *et al.* 1976; Theodoratus *et al.* 1976) and they clearly identify that the bridge is part of the original Camp Nine Road. A Reclamation archaeologist conducted a pedestrian survey of the APE on July 6, 2006, March 7, 2007, and November 1, 2007. The enclosed report, *Archaeological Investigation of the Camp Nine Bridge Removal Project, Calaveras and Tuolumne Counties, California* (Barnes 2008), documents the efforts to identify cultural resources within the APE. The only cultural resource identified in the APE was Camp Nine Road (CA-CAL-1872H), which is partially located within the New Melones Archaeological District (Figure 3 and 4) (Barnes 2008).

Camp Nine Road was built in 1906-1907 and consists of a single lane paved route 9 miles long with turnouts averaging about 15 feet wide, originating from Parrotts Ferry Road in Vallecito and terminating at the historic community of Camp Nine (CA-TUO-665H). A total of 10 intact stone walls (one mortared and 9 dry-laid) and a bridge are associated with this road. The walls range from 36 to 204 feet in length and 2 to 18 feet in height. The steel bridge is a subdivided Warren truss design consisting of three spans with a total length of about 202 feet seated on two concrete piers between the abutments. The bridge is laid out in an east-west orientation across the Stanislaus River. Some of the dry-laid stone features on the east side of the road have been partially replaced with concrete and/or granite boulder rip-rap to help stabilize the road. A majority of the structural components of the bridge were replaced in 1961. About one mile of the Camp Nine Road that connected to the western approach of the old Camp Nine Bridge was destroyed by flooding and realignment to a higher elevation from the new bridge to the Collierville Powerhouse, which was constructed between 1985 and 1990. The road alignment from the eastern approach of Camp Nine Bridge to the town site of Camp Nine has remained relatively intact. Forest Service Road 3N03 connects to the original road about 200 feet east of the old bridge and provides access to the new Stanislaus Powerhouse. The road is currently used by PG&E and Northern California Power Authority (NCPA) for operation and maintenance of the Stanislaus Powerhouse and Collierville Powerhouse, respectively.

About one mile of Camp Nine Road (CA-CAL-1872H) is located within the boundaries of the New Melones Archaeological District (District) identified by the inventory and evaluation conducted for the construction of New Melones Dam and Reservoir. The area was the subject of intensive archaeological investigations between 1968 and 1987 prior to construction of New Melones Dam and filling of the reservoir. Reclamation determined that this District was eligible for listing on the National Register of

Historic Places (NRHP) under Criteria A, C, and D. The historic and cultural remains within the District embody the cultural and economic developments associated with the Gold Rush and later industrial mining and hydroelectric generation and have impacts on the local, state, and national economy. Many of the sites recorded in the District have the potential to yield additional information regarding the historic and prehistoric occupation in the District (Moratto *et al.* 1988). Reclamation consulted with the California State Historic Preservation Officer for the New Melones Dam and Reservoir project and received a consensus determination that the District was eligible for listing on the NRHP.

Reclamation subsequently nominated the District to the NRHP in 1988. The nomination was returned by the National Park Service (NPS) in April 1991 pending clarification and the submission of additional information. Jan Townsend of the NPS provided comments. Townsend acknowledged that the proposed District was clearly significant and that the nomination was well-written, but identified several issues with the nomination that needed amendment prior to resubmission. A final nomination addressing Townsends' comments has not yet been prepared.

Camp Nine Road (CA-CAL-1872H) was not recorded as part of the District. The road, not including a one mile portion of the road from the new bridge to 200 feet east of the old bridge, was originally recorded by Ludwig and Deis (2001) as part of PG&E's Stanislaus River Hydroelectric Relicensing Project for Spring Gap-Stanislaus (FERC No. 2130). The road was not evaluated for inclusion in the NRHP at that time.

Reclamation applied the criteria for evaluation located at 36 CFR Part 60.4 and found that CA-CAL-1872H is eligible for inclusion in the NRHP under Criteria A and C. The criteria for evaluation were also applied to the old Camp Nine Bridge, which was found not eligible for inclusion on the NRHP, neither individually nor as a contributing element of CA-CAL-1872H.

Camp Nine Road is directly associated with the construction of the Stanislaus Powerhouse, the first facility built for the Spring Gap-Stanislaus Hydroelectric Generation Project. While the project is tied to the few large hydraulic mines operating following the Sawyer Injunction of 1884 (Kelley 1959), its association with the early development and use of electric power has more far reaching significance. The original purpose of this project was to satisfy the need for water by hydraulic mining interests as well as the need for electricity to run the San Francisco street railway system just after 1900. Both the hydraulic mining operations and the City of San Francisco financed the project. The Stanislaus Powerhouse began operation in 1908. PG&E acquired the Stanislaus hydroelectric system, including Relief Dam, Sand Bar Diversion Dam, the timber trestle Stanislaus Flume, and the Stanislaus powerhouse, in 1920 and continued to maintain and improve on the original facilities. Camp Nine Road provided the primary access to the Stanislaus River and was an integral component for the generation of hydroelectric power, and remains so today, due to the remote location. The road has retained a high degree of integrity of location, design, setting, materials, workmanship, feeling, and association (National Register Bulletin 15). Therefore, Reclamation determined that Camp Nine Road is eligible for listing on the NRHP under Criterion A.

Camp Nine Bridge, as a prominent feature of Camp Nine Road, has retained only a minimal degree of integrity. The road that connects to the west approach is no longer present due to flooding and realignment. Upgrades in 1961 (PG&E 1960, 1961, 1962) further compromised the bridge's association with Camp Nine, the Stanislaus Powerhouse, and development of hydroelectric power on the Stanislaus River. No original company records were found that document a relationship between the bridge and the early use of electric power. Reclamation, therefore, determined that the old Camp Nine Bridge is not eligible for listing on the NRHP under Criterion A, neither individually nor as a contributing element of Camp Nine Road.

The Union Construction Company, created by the Stanislaus Electric Power Company, was responsible for the design of the Camp Nine Road, presumably including the bridge. The company hired a crew of Slavic immigrants to construct the road (Theodoratus *et al.* 1976:122-123). In California, Chinese and Italian immigrants, and descendants of the British Isles, constituted the primary ethnic groups engaged in building highway and railroad embankments, bridges, tunnels, and aqueducts of dry-laid stone. These three groups, as well as numerous other ethnic groups, are responsible for many of the major dry stone retaining walls, among other structures, that were constructed between 1860 and 1906 in California (Murray-Wooley 2001:31). While Camp Nine Road is associated with the Union Construction Company, there is little information about this company's involvement with design of the road and Camp Nine Bridge or the background and skills of the Slavic individuals who built them. Once the road was built, this crew dispersed, most likely to work at the local mines and farms (Theodoratus *et al.* 1976:122-123). The only information obtained from the PG&E archives documents the design of Camp Nine Bridge in 1936 and 1960-1962, when the bridge was upgraded by PG&E. No further details regarding the road as a whole were found. Given the lack of direct association with individuals or companies important to the history of hydroelectric development in California, Reclamation determined that Camp Nine Road is not eligible for listing on the NRHP under Criterion B. Camp Nine Bridge was also found not eligible for listing on the NRHP under Criterion B, neither individually nor as a contributing element of Camp Nine Road.

Criterion C applies to properties significant for their physical design or construction, including such elements as architecture, landscape architecture, engineering, and artwork. Camp Nine Road was built into the hillside along the Stanislaus River canyon to reach the remote location of the Stanislaus Powerhouse. The road is characterized by a series of dry-laid rock retaining walls along the route, rock culverts at the drainages, and a bridge with dry-laid stone abutments. These structures are representative examples of the dry stone masonry technique that was utilized on a vast scale in the development of agriculture, industry, and transportation in the United States during the 1700s and 1800s. Such dry-laid stone structures associated with transportation included retaining walls, road-cut embankments, culverts, stone stream banks, and bridge piers and abutments (Murray-Wooley and Tufnell 1997:17; Murray-Wooley 2001:28-29).

About 85% of the Camp Nine Road and its associated dry-laid stone features are physically intact and have retained a high degree of integrity of location, design, setting, workmanship, feeling, and association. Only a few features have been entirely replaced with boulder riprap and of the features that have been partially replaced, the lower segments of original wall are visibly intact. The location of the road has remained remote due to Federal land ownership surrounding lands owned by PG&E. Given the overall integrity of the grade and illustration of road building techniques using dry-laid stone, Reclamation determined that Camp Nine road is eligible for listing on the NRHP under Criterion C.

In contrast to the road, the Camp Nine Bridge has been entirely modified since its construction, primarily as a result of upgrades to support the construction of the new Stanislaus Powerhouse in 1961 (PG&E 1960, 1961, 1962). A 1936 engineer's drawing illustrating the bridge approaches suggests that the bridge was originally a steel structure with wooden decking and rails. The drawing (PG&E 1936) illustrates the replacement of hardware and timber elements. It is possible this upgrade was in preparation for PG&E to construct a tunnel to replace the Stanislaus Flume. Subsequent drawings indicated that the bridge was updated with a new deck, approaches, and braces, and the main span was reinforced (PG&E 1960, 1961, 1962). The western abutment was also substantially modified by laying a cement roadway on top of the dry-laid stone retaining walls. The integrity of the bridge's historic design, materials, and workmanship has been compromised by these upgrades as well as by recent flooding and vandalism. Additionally, about 0.8 miles of the Camp Nine Road that would connect to the western approach of the bridge has been destroyed by flooding and construction of the new road to the Collierville Powerhouse. Only the

eastern portion of the road and abutments connects to the bridge, although the eastern approach was largely destroyed by fire. Reclamation, therefore, determined that the bridge is not eligible for listing on the NRHP, neither individually nor as a contributing element to Camp Nine Road, under Criterion C.

Criterion D most commonly applies to properties that have the potential to answer, in whole or in part, important research questions about human history that can only be answered by the actual physical materials of cultural resources. While Camp Nine Road is directly associated with the construction of the Stanislaus River hydroelectric system, the physical characteristics of the road, the road bed, dry-laid stone features, and the bridge across the Stanislaus River, do not directly illustrate the development of hydroelectric power. Recording the road and bridge in accordance with the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation exhausts the information potential. Therefore, Reclamation determined that Camp Nine Road is not eligible for listing on the NRHP under Criterion D. Camp Nine Bridge was also found not eligible for listing on the NRHP under Criterion D, neither individually nor as a contributing element of Camp Nine Road.

Reclamation sent letters to the Chicken Ranch Rancheria and Tuolumne Rancheria on December 26, 2007, requesting information regarding any properties of religious and cultural significance within or near the APE pursuant to 36 CFR Part 800.4 and 36 CFR Part 800.2(d). The Tuolumne Band of Me-Wuk Indians responded on February 11, 2008, and requested a meeting and field visit to Camp Nine Bridge. Reclamation met with seven members of the Tuolumne Band of Me-Wuk on March 11, 2008. Mr. Max Pan of Accord Engineering, Incorporated, also attended to help answer technical questions about the bridge removal process. No concerns were expressed regarding the presence of sites of religious or cultural significance in the APE.

Based on the above findings, Reclamation concludes that the proposed removal of the old Camp Nine Bridge will have no adverse affects to historic properties pursuant to 36 CFR Part 800.5(b). Reclamation invites your comments on our efforts to delineate the APE and identify historic properties. Reclamation also requests your concurrence with our determination that site CA-CAL-1872H is eligible for listing on the NRHP under Criteria A and C and our finding that the undertaking will not adversely affect historic properties. Please contact Amy Barnes at 916-978-5047 (abarnes@mp.usbr.gov), if you have any questions regarding this project.

Sincerely,

Sgd Susan M. Fry

Susan M. Fry
Regional Environmental Officer

Enclosures

References:

Barnes, Amy J.
2008 *Archaeological Investigation of the Camp Nine Bridge Removal Project, Calaveras and Tuolumne Counties, California.* Bureau of Reclamation, Mid-Pacific Region, Sacramento, California

Ludwig, Brian and Richard Deis
2001 *Cultural Resources Inventory of the Stanislaus River Hydroelectric Relicensing Projects.* Prepared by KEA Environmental, Inc., December 2001 for the U.S. Forest Service (Report No. 05-16-3155)

WBR:ABarnes:mvega:23 April 2008:978-5047
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CASHPO Camp 9 Bridge Removal.doc

OFFICE OF HISTORIC PRESERVATION
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calshpo@ohp.parks.ca.gov
www.ohp.parks.ca.gov

May 20, 2008

In Reply Refer To: BUR080425B

Susan M. Fry
Regional Environmental Officer
United States Department of the Interior
Bureau of Reclamation
Mid-Pacific Regional Office
2800 Cottage Way
Sacramento, CA 95825-1898

Re: Proposed Removal of the Camp Nine Bridge, New Melones Reservoir, Calaveras and Tuolumne Counties, California: (Tracking #08-CCAO-024).

Dear Ms. Fry:

Thank you for consulting with me regarding the above noted undertaking. Pursuant to 36 CFR Part 800 (as amended 8-05-04) regulations implementing Section 106 of the National Historic Preservation Act (NHPA), the Bureau of Reclamation (BUR) is the lead Federal agency for this undertaking and is seeking my comments on the effects that the proposed project will have on historic properties. The subject undertaking is the proposed removal of the Camp Nine Bridge, which crosses the Stanislaus River (boundary between Calaveras and Tuolumne counties) near the upstream end of the New Melones Reservoir. The BUR owns the bridge (and approaches) and proposes to demolish and remove it because it presents a health and safety hazard. The BUR has identified this project as an undertaking pursuant to Section 106 of the NHPA.

The Camp Nine Bridge is located in an area used extensively for recreation activities. Due to periodic inundation, including extensive damage from the floods of 1997 and 1998, the condition of the bridge has been constantly declining. Vandalism and the effects of a fire have also contributed to the deterioration. The BUR has determined that the Area of Potential Effects for this undertaking consists of the bridge, the abutments and access on both sides of the Stanislaus River, and staging areas on both sides of the Stanislaus River. Controlled demolition will be used to remove the steel structure, guardrails, and decking, and the existing concrete abutment and wing walls along the east approach. Two concrete piers and six concrete footings will be removed to bedrock levels. Some features (abutments, wing walls, access roads, and stone walls) associated with the east and west approaches will be left intact.

In addition to your letter of April 24, 2008, you have submitted the following reports as evidence of your efforts to identify historic properties in the project APE:

• *Archaeological Investigation of the Camp Nine Bridge Removal Project, Calaveras and Tuolumne Counties, California* (Amy J. Barnes, Bureau of Reclamation Mid-Pacific Region: March 2008).

• *Cultural Resources Inventory of the Stanislaus River Hydroelectric Relicensing Project: Beardsley/Donnells (FERC Project No. 2005), Spring Gap-Stanislaus (FERC Project No. 2130), Donnells-Curtis (FERC Project No. 2118)* (Brian Ludwig, Ph.D. and Richard Deis, M.A.; KEA Environmental, Inc. [EDAW, Inc.]: December 2001).

Based on these identification efforts, the BUR has concluded that only one historic property, the Camp Nine Road (CA-CAL-1872H), is located within the project APE. The Camp Nine Bridge is located along this roadway. Camp Nine Road was constructed circa 1906-1907 and consists of a nine mile, single-lane route that begins at Parrotts Ferry Road in Vallecito and terminates at the community of Camp Nine. It is currently used by Pacific Gas and Electric Company (PG&E) and Northern California Power Authority (NCPA) to access the Stanislaus Powerhouse and Collierville Powerhouse. Approximately one mile of Camp Nine Road is located within the boundaries of the New Melones Archaeological District, which has been found eligible for the NRHP under criteria A, C, and D, by SHPO consensus. However, it was not recorded as a contributing element of that district.

The BUR has concluded that Nine Mile Road is eligible for the NRHP under criterion A because of its association with the development of the hydroelectric industry in the central Sierra Nevada, and because it has retained a high degree of integrity of location, design, setting, materials, workmanship, and association. However, the abandoned section of Camp Nine Road, the portion that includes the Camp Nine Bridge, is not a contributor to its eligibility. The BUR has also determined that the Camp Nine Bridge is not eligible for the NRHP, either on its own merits, or as a contributor to the eligibility of the Camp Nine Road. The BUR argues that the bridge has retained only a minimal degree of integrity due to flood damage, realignment of Camp Nine Road to the new route to the Collierville Powerhouse, and the extensive upgrades to the bridge installed in 1936 and 1961.

After reviewing your letter and supporting documentation, I have the following comments:

1) I concur that the Area of Potential Effects is appropriate pursuant to 36 CFR Parts 800.4(a)(1) and 800.16(d) and that the efforts made to identify historic properties have been appropriate pursuant to 36 CFR Part 800.4(b).

2) I further concur that Camp Nine Road (CA-CAL-1872H) is eligible for the National Register of Historic Places under criterion A.

3) I further concur that the Camp Nine Bridge is *not* eligible for the National Register of Historic Places either as an individual property or as a contributor to the Camp Nine Road historic property.

4) I further concur that the finding determined by the BUR, that of No Adverse Effect, is appropriate pursuant to 36 CFR Part 800.5(b) and that the supporting documentation has been provided pursuant to 36 CFR Part 800.11(d).

Be advised that under certain circumstances, such as unanticipated discovery or a change in project description, the BUR may have additional future responsibilities for this undertaking under 36 CFR Part 800. Thank you for seeking my comments and for considering historic properties in planning your project. If you require further information, please contact William Soule, Associate State Archeologist, at phone 916-654-4614 and email wsoule@parks.ca.gov, or Amanda Blosser, State Historian, at phone 916-653-9010 and email ablosser@parks.ca.gov.

Sincerely,

Susan K Stratton for

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

Rutledge, Christopher

From: Dan Holsapple [dholsapple@mp.usbr.gov]
Sent: Wednesday, March 12, 2008 3:13 PM
To: Michael_welsh@fws.gov
Cc: Peggi Brooks; Robert Eckart
Subject: Camp Nine Bridge Removal
Attachments: No Effect Determination - Camp Nine Bridge Removal Final.doc

Attached is the no Effects Determination made by Reclamation relative to the removal of the Old Camp Nine Bridge in Calaveras and Tuolumne Counties.

Dan Holsapple
Natural Resource Specialist
New Melones Lake
CVP-Eastside Division
6850 Studhorse Flat Road
Sonora, CA. 95370

(209) 536-9094 x 220
(209) 536-9652 FAX
dholsapple@mp.usbr.gov

CC-461
ENV: 6.00

Memorandum

TO: **CENTRAL FILES**

FROM: **Richard M. Johnson, Area Manager**
Central California Area Office

Date:

Subject: No Effect Determination – Removal of the Camp Nine Bridge

Reclamation has a proposed action to remove an obsolete bridge crossing, also known as Old Camp Nine Bridge, where New Melones Reservoir transitions into the north fork of the Upper Stanislaus River. This project is located in both Calaveras and Tuolumne Counties. Reclamation has analyzed the potential for its proposed action to affect listed species. Reclamation has determined that there will be no effect on listed, proposed, or candidate threatened or endangered species or on designated critical habitat. Pursuant to past agreements we are providing the information on this determination to the FWS prior to taking our final action. This determination is based on the following information:

1) No known occurrences of listed, proposed, or candidate threatened or endangered species exist in or near the project footprint including Valley elderberry longhorn beetle (VELB) (D*esmocerus californicus dimorphus)* or red legged frog *(Rana aurora)*;

2) Habitat immediately adjacent to Camp Nine Road has been degraded after years of traffic across the Road and Bridge and would not be suitable for red legged frog especially considering there is ample permanent water throughout the year in New Melones Reservoir, little emergent vegetation to provide cover, and healthy populations of both carnivorous warm water fishes and bull frogs; The river bank substrate at the bridge consists of exposed bedrock and large river boulders. There is no suitable habitat for the frog at the bridge crossing.

3) The project footprint and areas adjacent to the project footprint have been surveyed for elderberry (Sambucus sp.) and no elderberry was observed. In consequence, there is no habitat for VELB; and

4) The Fisher is an uncommon permanent resident of the Sierra Nevada. Although there are conifers in the project area, canopy cover is low, and tree density is sparse. The project area and surrounding vicinity are not considered suitable habitat for the fisher.

5) No critical habitat has been designated within or near the project footprint.

For these reasons, Reclamation has determined the proposed project, removal of Old Camp Nine Bridge, will have no effect on any federally listed, proposed, or candidate, threatened, or endangered species or on designated critical habitat, thus consultation pursuant to the ESA is not required.

Several avoidance measures and best management practices will be implemented.

1) All demolition and debris removal activities will be completed prior to the start of the Bald Eagle nest building period (December/January);

2) Debris barriers will be placed on the lake to catch all floating debris and prevent such material from floating into a known nesting area approximately 1 mile downstream ;

3) Use of non-hazardous expansive compound and hydraulic splitting techniques will be utilized for removal of concrete pillars minimizing noise and disruption in the project area.

4) Incorporating controlled demolition techniques and the use of a HEPA vacuum to collect lead based paint chips will minimize the release of lead contaminated debris.

5) Fire suppression equipment will be on site, a no smoking policy and equipment equipped with shut-down devices will be utilized to prevent wildfire hazards

Richard M. Johnson
Area Manager
Central California Area Office

CC:
CC-107 (Lessard)
CC-400 (Schroeder)
CC-460 (Brooks)
CC-461 (Holsapple)
CC-419 (Vasquez)
MP-153 (Barnes)

Rutledge, Christopher

From: Peggi Brooks [pbrooks@mp.usbr.gov]
Sent: Tuesday, April 15, 2008 7:08 PM
To: Rutledge, Christopher
Cc: David Cheng; Golden, Patrick; Amy Barnes; Dan Holsapple; Elizabeth Vasquez; Max pan
Subject: Fwd: Re: Camp Nine Bridge Removal
Attachments: No Effect Determination - Camp Nine Bridge Removal Final.doc

Chris, so far, this is only comment recieved regarding the draft EA/FONSI. IT is from the USFWS.

Peggi

>>> <Michael_Welsh@fws.gov> 4/1/2008 9:03 AM >>>
We suggest modifying Avoidance Measure #1 which states:
1) All demolition and debris removal activities will be completed prior to the start of the Bald Eagle nest building period (December/January);

We would prefer this to be based on a limited operating period (LOP) both ends of which are defined. We suggest the following:

1) From December thru June, there is no demolition to avoid the bald eagle breeding season. From July thru November work may proceed.

They could also include a statement that says if the bald eagle territory is not breeding or fails during the breeding season- then the LOP could be lifted.

MICHAEL WELSH
Senior Fish and Wildlife Biologist
Endangered Species Division
Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, California 95825-1846
Phone 916 414-6643
FAX 916 414-6712
Michael_Welsh@fws.gov

"Dan Holsapple" <dholsapple@mp.usbr.gov>
03/12/2008 02:12 PM

To
<Michael_welsh@fws.gov>
cc
"Peggi Brooks" <PBROOKS@mp.usbr.gov>, "Robert Eckart"
<RECKART@mp.usbr.gov>
Subject
Camp Nine Bridge Removal

Attached is the no Effects Determination made by Reclamation relative to the removal of the Old Camp Nine Bridge in Calaveras and Tuolumne Counties.

Dan Holsapple
Natural Resource Specialist
New Melones Lake
CVP-Eastside Division
6850 Studhorse Flat Road
Sonora, CA. 95370

(209) 536-9094 x 220
(209) 536-9652 FAX
dholsapple@mp.usbr.gov

Rutledge, Christopher

From: Amy Barnes [ABARNES@mp.usbr.gov]
Sent: Thursday, March 20, 2008 10:57 AM
To: Vicki Stone
Cc: rcox@mlode.com; rfuller@mlode.com; tguinn@mlode.com
Subject: Summary of March 11, 2008 Meeting for Camp 9 Bridge Removal Project

Good morning.

I appreciate so many people taking the time to attend and contribute to the meeting on Tuesday (March 11, 2008). A very nice day for a field trip, too. I hope everyone enjoyed their picnic lunch.

I thought I'd follow up and summarize the theme of our conversation to make sure we're all on the same page. Most of the discussion primarily concerned possible impacts to native plant species in and around the project area. Other than some minor pruning of a few trees on the east side of the bridge, none of the native plant species will be impact by the bridge removal process. There will also be no debris discharged into the river. The cultural resource inventories conducted by PG&E and Reclamation did not identify any prehistoric sites and there were no concerns expressed regarding the presence of sites of religious or cultural significance in the project area. I think Max Pan, of Accord Engineering, explained how the bridge would be removed to everyone's satisfaction. If there are any other questions, do please let me know.

Reclamation does not hire Tribal monitors to watch construction projects. If a project requires monitoring, Reclamation must adhere to the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation and any on-site monitor must meet the Professional Qualification Standards identified at 36 CFR Part 61. This information is readily available on the National Park Service website at http://www.nps.gov/history/local-law/arch_stnds_0.htm.

If a member of the Tribe would like to watch the bridge removal project, they will need to coordinate in advance with Peggi Brooks, 209-536-9094 extension 211, or Dan Holsapple, 209-536-9094 extension 220, at the New Melones Field Office. This is important because the access roads are narrow and the project area has limited space. The contractor needs to plan to make sure observers are safely out of the path of bridge deconstruction and vehicle traffic.

Feel free to contact Peggi, Dan, or myself if you have questions.

Cheers,

Amy J. Barnes
Archaeologist
U.S. Bureau of Reclamation
Mid-Pacific Region
2800 Cottage Way, MP-153
Sacramento, CA 95825
916-978-5047
abarnes@mp.usbr.gov

Central Sierra Environmental Resource Center
Box 396 • Twain Harte, CA 95383 • (209) 586-7440 • FAX (209) 586-4986

April 17, 2008

Ms. Peggi Brooks
Bureau of Reclamation
6850 Studhorse Flat Road
Sonora, CA 95370

Dear Peggi:

This letter is in response to the Draft EA and FONSI for the Old Camp Nine Bridge Removal at New Melones Lake. Our Center supports the proposed action for the careful and controlled demolition of this bridge.

Our Center concurs with the conclusions of the FONSI that controlled demolition of this bridge will improve public safety as well as prevent environmental impacts that could occur if the bridge were destroyed in a catastrophic event – or even if it just continues to deteriorate over time. The project alternatives considered (beyond the proposed action and the no action alternative) are either too expensive and a waste of taxpayer dollars or are insufficient to protect public safety and the environment.

The most significant potential environmental impact if the proposed action is implemented would be potential contamination of New Melones Lake with a minimal amount of lead paint chips from the steel beams. However, if the environmental commitments in preventing lead contamination are properly implemented, even this relatively low level concern will be abated.

Overall, CSERC provides strong support to the Bureau to approve the action, implement the project, and remove the hazardous bridge. We look forward to seeing the project completed in a timely manner.

Thank you for considering our comments.

Sincerely,

Brenda Whited

Brenda Whited, Staff Biologist

Appendix D – Draft Environmental Assessment Distribution List

Old Camp Nine Bridge Removal Environmental Assessment
Mailing List for Draft Environmental Assessment

Name	Organization	Address		
Resident	N/A	66026013	4284 Camp Nine Road	Vallecitos, CA 95251
Resident	N/A	66026004	4332 Camp Nine Road	Vallecitos, CA 95251
Resident	N/A	66026005	4336 Camp Nine Road	Vallecitos, CA 95251
Resident	N/A	66026006	4440 Camp Nine Road	Vallecitos, CA 95251
Resident	N/A	66044009	4459 Camp Nine Road	Vallecitos, CA 95251
Resident	N/A	66044012	4625 Camp Nine Road	Vallecitos, CA 95251
Resident	N/A	66025045	4680 Camp Nine Road	Vallecitos, CA 95251
Resident	N/A	66044013	4765 Camp Nine Road	Vallecitos, CA 95251
Resident	N/A	66029001	5594 Camp Nine Road	Vallecitos, CA 95251
Resident	N/A	66022027	5975 Camp Nine Road	Vallecitos, CA 95251
Resident	N/A	66022062	6115 Camp Nine Road	Vallecitos, CA 95251
Resident	N/A	66022025	6270 Camp Nine Road	Vallecitos, CA 95251
Resident	N/A	66022023	6425 Camp Nine Road	Vallecitos, CA 95251
Resident	N/A	66022024	6730 Camp Nine Road	Vallecitos, CA 95251
Resident	N/A	68002007	7214 Camp Nine Road	Vallecitos, CA 95251
Resident	N/A	68002006	7465 Camp Nine Road	Vallecitos, CA 95251
Resident	N/A	68002004	7845 Camp nine Road	Vallecitos, CA 95251
Resident	N/A	68002023	8864 Camp Nine Road	Vallecitos, CA 95251
Resident	N/A	68002022	9714 Camp Nine Road	Vallecitos, CA 95251
Resident	N/A	68002020	4400 Ponderosa Way	Vallecitos, CA 95251
Resident	N/A	68001019	11005 Camp Nine Road	Murphy, CA 95247
Northern California Power Authority	Collierville Powerhouse	Calaveras County Water District	Highway 49	San Andreas, CA 95249
Ross C. Jackson	Pacific Gas & Electric Company	Mail Code N11C	PO Box 770000	San Francisco, CA 94177
Christopher Rutledge	Arcadis G&M, Inc.	630 Plaza Drive	Suite 100	Highlands Ranch, CO 80129
Patrick Golden	Arcadis G&M, Inc.	630 Plaza Drive	Suite 100	Highlands Ranch, CO 80129
David Cheng	Accord Engineering	1231 East Dyer Road	Suite 265	Santa Ana, CA 92705
Librarian	Angeles Camp Library		426 North Main Street	Angels Camp, CA 95222-0456
Librarian	Tuolumne County library	Twaine Harte Branch	18701 Tiffeni Drive	Twain Harte, CA 98383
Chairman	Board of Supervisors	Calveras County	891 Mountain Ranch Road	San Andreas, CA 95249
Librarian	Calaveras County Library	Murphys Library	480 park Lane	Murphys, CA 95247
Librarian	Tuolumne County library	Sonora Library	480 Greenley Road	Sonora, CA 95370
Chairman	Board of Supervisors	Tuolumne County	2 South Green Street	Sonora, CA 95370
Mr. Greg Applegate	City of Sonora Administrator		94 N. Washington St.	Sonora,CA 95370
Mr. Dave Andres	Calaveras County Water District	Calaveras County	PO Box 846	San Andreas, CA 95249
Mr. Brian Moss	Calaveras County Environmental Health	Calaveras County	891 Mountain Ranch Road R	San Andreas,CA 95249
Mr. Tim Shearer	City of Angels Camp	Angels Camp	PO Box 667	Angels Camp, CA 95222-0456
Mr. Dan Applebee	California Department of Fish and Game	San Joaquin Valley and Southern Si	1234 East Shaw Avenue	Fresno,CA 93710
Mr. Mark Cowin	California Department of Water Resources		PO Box 942836	Sacramento,CA 94236-0001
Mr. Lyndall Rambo	CAL Fire		16809 Peoria Flat Road	Jamestown,CA 95327
Kathleen Dadey	US Army Corps of Engineers	Sacramento District	1325 J Street Room 1480	Sacramento,CA 95814-2922
Steve Boyack, Sr. Administrative Ana	Office of the County Administrator	Tuolumne County	2 S. Green St.	Sonora,CA 95370
N/A	Sierra Nature Adventures Company	Sonora Office	173 S. Washington St	Sonora, CA 95370

Old Camp Nine Bridge Removal Environmental Assessment
Mailing List for Draft Environmental Assessment

Name	Organization	Address		
N/A	Zephyr	Columbia	P.O. Box 510	Columbia, CA 95310
N/A	OARS- Outdoor Adventure River Specialists	Angels Camp	PO Box 67	Angels Camp, CA 95222-0456
Marty McDonnell	Sierra Mac	Groveland	P.O. Box 264	Groveland, CA 95321
N/A	United States Forest Service	Sonora	19777 Greenley Road	Sonora, CA 95370
N/A	United States Forest Service	Calaveras County	P.O. Box 500	Hathaway Pines, CA 95233
N/A	Friends of the River	Sacramento	915 20th Street	Sacramento, CA 95811
Scott Fee	PG&E	Stanislaus Powerhouse	14550 Tuolumne Rd.	Sonora, CA 95370
John Buckley	Central Sierra Environmental Resource Center	Twain Harte	P.O. Box 396	Twain Harte, CA 98383
Peggi Brooks	Bureau of Reclamation	New Melones Lake	6850 Studhorse Flat Road	Sonora, CA 95370-8869
Dan Holsapple	Bureau of Reclamation	New Melones Lake	6850 Studhorse Flat Road	Sonora, CA 95370-8869
Pedro Lucero	Bureau of Reclamation	CCAO Recreation Resources Divisi	5520 Knoxville Road	Napa, CA 94558
Elizabeth Vasquez	Bureau of Reclamation	Central California Area Office	7794 Folsom Dam Road	Folsom, CA 95630-1799
Daniel Netto	Bureau of Reclamation	Central California Area Office	7794 Folsom Dam Road	Folsom, CA 95630-1799
Robert Schroeder	Bureau of Reclamation	Central California Area Office	7794 Folsom Dam Road	Folsom, CA 95630-1799
Richard Johnson	Bureau of Reclamation	Central California Area Office	7794 Folsom Dam Road	Folsom, CA 95630-1799
Librarian	Bureau of Reclamation	Central California Area Office	7794 Folsom Dam Road	Folsom, CA 95630-1799
Daniel Vinay	Bureau of Reclamation	Willows Construction Office	P.O. Box 988	Willows, CA 95988-0988

Postcards only
Cover letter and hard copy of doc

Appendix E – Determination of No Effect

United States Department of the Interior

BUREAU OF RECLAMATION
Central California Area Office
7794 Folsom Dam Road
Folsom, California 95630-1799

IN REPLY REFER TO:

MAR 21 2008

CC-461
ENV- 6.00

MEMORANDUM

To: Central Files

From: Richard M. Johnson
Acting Area Manager

Subject: No Effect Determination – Removal of the Camp Nine Bridge

The Bureau of Reclamation has a proposed action to remove an obsolete bridge crossing, also known as Old Camp Nine Bridge, where New Melones Reservoir transitions into the north fork of the Upper Stanislaus River. This project is located in both Calaveras and Tuolumne Counties. Reclamation has analyzed the potential for its proposed action to affect listed species. Reclamation has determined that there will be no effect on listed, proposed, or candidate threatened or endangered species or on designated critical habitat. Pursuant to past agreements we are providing the information on this determination to the U.S. Fish and Wildlife Service prior to taking our final action. This determination is based on the following information:

1. No known occurrences of listed, proposed, or candidate threatened or endangered species exist in or near the project footprint including Valley elderberry longhorn beetle (VELB) (*Desmocerus californicus dimorphus)* or red legged frog *(Rana aurora)*;

2. Habitat immediately adjacent to Camp Nine Road has been degraded after years of traffic across the road and bridge and would not be suitable for red legged frog especially considering there is ample permanent water throughout the year in New Melones Reservoir, little emergent vegetation to provide cover, and healthy populations of both carnivorous warm water fishes and bull frogs; The river bank substrate at the bridge consists of exposed bedrock and large river boulders. There is no suitable habitat for the frog at the bridge crossing.

3. The project footprint and areas adjacent to the project footprint have been surveyed for elderberry (Sambucus sp.) and no elderberry was observed. In consequence, there is no habitat for VELB; and

4. The Fisher is an uncommon permanent resident of the Sierra Nevada. Although there are conifers in the project area, canopy cover is low, and tree density is sparse. The project area and

surrounding vicinity are not considered suitable habitat for the Fisher.

5. No critical habitat has been designated within or near the project footprint.

For these reasons, Reclamation has determined the proposed project, removal of Old Camp Nine Bridge, will have no effect on any federally listed, proposed, or candidate, threatened, or endangered species or on designated critical habitat, thus consultation pursuant to the ESA is not required.

Several avoidance measures and best management practices will be implemented.

1. All demolition and debris removal activities will be completed prior to the start of the Bald Eagle nest building period (December/January)

2. Debris barriers will be placed on the lake to catch all floating debris and prevent such material from floating into a known nesting area approximately 1 mile downstream.

3. Use of non-hazardous expansive compound and hydraulic splitting techniques will be utilized for removal of concrete pillars minimizing noise and disruption in the project area.

4. Incorporating controlled demolition techniques and the use of a High Efficiency Particulate Airfilter vacuum to collect lead based paint chips will minimize the release of lead contaminated debris.

5. Fire suppression equipment will be on site, a no smoking policy and equipment equipped with shut-down devices will be utilized to prevent wildfire hazards.

If you have any questions, please contact Elizabeth Vasquez at 916-989-7192.

cc: MP-153 (Barnes)
CC-107, CC-400, CC-460, CC-461, CC-419

WBR:EVasquez:mchavez:03/20/2008:916-989-7192
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